



# NEVADA COUNTY TRANSPORTATION COMMISSION

Grass Valley • Nevada City • Nevada County • Truckee

## MINUTES OF MEETING March 16, 2011

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, March 16, 2011 in the City of Nevada City Council Chambers, 317 Broad Street, Nevada City, California. The meeting was scheduled for 9:30 a.m.

Members Present: Nate Beason, Ann Guerra, Sally Harris, Larry Jostes, Dan Miller, and Ed Scofield

Members Absent: Carolyn Wallace Dee

Staff Present: Daniel Landon, Executive Director; Mike Woodman, Transportation Planner; Nancy Holman, Administrative Services Officer; Toni Perry, Administrative Assistant

Standing Orders: Chairman Jostes convened the Nevada County Transportation Commission meeting at 9:34 a.m.

Pledge of Allegiance

### PUBLIC COMMENT

There were no public comments.

### CONSENT ITEMS

1. Financial Reports

A. January 2011. *Approved.*

2. NCTC Minutes

January 26, 2011 Meeting. *Approved.*

3. Revised Findings of Apportionment for 2010/11 FY and Preliminary Findings for 2011/12FY. Adopted Resolution 11-12 approving the Revised Findings of Apportionment for FY 2010/11, and adopted Resolution 11-13 approving the Preliminary Findings of Apportionment for FY 2011/12.

Commissioner Guerra made a motion to approve the Consent Calendar. Commissioner Scofield seconded the motion. The motion passed unanimously.

## INFORMATIONAL ITEMS

### 4. Correspondence

- F. Letter from Assemblyman Jeff Miller – Request NCTC join him in supporting his bill, AB 1308, to prevent transportation funding delays resulting from prolonged state budget impasse. 3/1/11, File 570.

Executive Director Landon explained that what the bill proposes to accomplish is that any year in which the budget has not been enacted by July 1<sup>st</sup>, the transportation appropriations would be considered continuous appropriations so that projects would be able to continue to move forward. Projects would not be held hostage during the budget deliberation. He said the bill may be scheduled to be heard as early as March 22 and NCTC staff will inform the Commission of the outcome.

### 5. 2011/12 FY State Transit Assistance Apportionments

Commissioner Beason made a motion to adopt the apportionment table as a basis for allocation from the State Transit Assistance Fund for FY 2011/12. Commissioner Guerra seconded the motion. The motion passed unanimously.

### 6. Executive Director's Report

#### 6.1 Status Report on Tinloy Street Transit Transfer Facility

Executive Director Landon reported that the rebidding on construction of the facility is scheduled for April. Construction is planned to start in June with completion by September. Chairman Jostes asked if those funds are completely locked in place. Mr. Landon replied affirmatively.

#### 6.2 California State Association of Counties (CSAC) New Supervisors Institute

Executive Director Landon said he participated in a panel for the CSAC New Supervisors Institute. He gave them an overview of transportation responsibilities related to regional transportation agencies.

#### 6.3 North State Super Region

Executive Director Landon stated he continues to participate in the North State Super Region group and there was a meeting in February where they looked at some of the key indicators of statistics that relate to the group. He said there is a plan for the group to visit the State Legislators in the spring to make them aware of the size and issues associated with the northern region of the state. Mr. Landon said at the next meeting they will review the new state rail plan that is being unveiled; look at regional opportunities for grants where the counties can cooperate with each other; look at using statistics to gauge the impacts of recreational traffic on much of the area; look at Caltrans new statewide transportation model; and hear an update on the secure schools funding program, which is a federal program that is a replacement for the old timber harvest receipts.

Commissioner Guerra thanked Mr. Landon for the information on the Super Region. Commissioner Beason questioned if I-5 and I-80 were counted into the statistic that stated the Super Region only accounts for 4% of the total vehicle miles traveled for the state. Mr. Landon said they were included.

7. Caltrans District 3 Project Status Report: Winder Bajwa, Caltrans Project Manager for Nevada County.

- *Dorsey Drive Interchange* – Mr. Bajwa said the Plans, Specifications, and Estimates (PS&E) are targeted for completion in June, and then Caltrans will transfer lead of the project to the City of Grass Valley to do the advertisement for bids. Mr. Bajwa said that Caltrans will also prepare a Cooperative Agreement between the jurisdictions to transfer lead agency designation. Project finances have to be agreed upon since there are Regional Improvement Program (RIP) dollars involved. Caltrans will also process the State Transportation Improvement Program (STIP) Amendment through the California Transportation Commission (CTC), and then the Federal Transportation Improvement Program (FTIP) Amendment can be done. The federal E-76 process (authorization to proceed) will be done to obligate federal money. Mr. Bajwa stated that an Encroachment Permit will be issued to the city. He said that all the parcels have been purchased that require relocation of utilities and Caltrans is issuing lists to the utilities to move forward with the relocation. There are two parcels on Joerschke owned by one family that are still pending right-of-way acquisition: Springhill Manor Convalescent Hospital and Sierra View Manor Assisted Living Residence. He said Caltrans has submitted an offer and if it is not accepted they can either start the condemnation process through the CTC, with the hopes of being ready to go out to bid by August or September, or they can modify the design and leave those parcels out of the plans. He said the city may be able to talk to the property owners to assist in the process. Mr. Bajwa said they are hopeful to get federal funding this fiscal year and that is why the pace has accelerated on the project.

Commissioner Harris questioned what the specific issue was with the property owner who has not agreed to the right-of-way acquisition. Mr. Bajwa said with the first offer given to the owner there were issues with the parking lot ingress and egress. The design plans are to change the circulation of the parking lot to take out one of the driveways on Joerschke and put it on Dorsey Drive. Mr. Bajwa said the adjacent lot, owned by Tim Brady, recently signed an agreement. He said that Caltrans was confident they would have right-of-way certification by August or September.

- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa reported the project is under winter suspension and is ready to begin construction, hopefully in April or May if the weather improves by then.
- *SR 89 Pedestrian Undercrossing at the Mousehole* – The Draft Environmental Document (DED) was circulated to the public and a public hearing was held at the February 17<sup>th</sup> Town Council Meeting. They plan to finalize the DED in April. Mr. Bajwa said that Caltrans will turn over the project development activities to the Town of Truckee for PS&E, right-of-way acquisition, and construction. They will draw up a Cooperative Agreement with the Town.
- *SR 20 Safety Project Between Penn Valley Road and Deadman's Flat Overcrossing* – Mr. Bajwa said that Caltrans just finished the design work on this project, and now it is ready to list for advertisement. They are waiting for approval from the CTC to proceed, which should happen in April. Mr. Bajwa said the CTC is allocating SHOPP funds currently so he does not see any problem in obtaining approval. It is anticipated that the project will be completed this construction season.
- *SR 49 Minor A Operational Project* – Mr. Bajwa reported that the areas of improvement are at Carriage Road, Ladybird Drive, Smith Road, Cherry Lane, and Brewer Road. The SR 49

Stakeholders Committee met to get an update from Caltrans on the status of this project. Mr. Bajwa said they are hoping to construct the projects in FY 2012/13. Caltrans will try to advance one of the projects if money becomes available before then.

## ACTION ITEMS

### 8. Adjustments to the Multi-Year Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Executive Director Landon explained that at the previous NCTC meeting the City of Grass Valley requested to utilize CMAQ funding toward construction of the Dorsey Drive Interchange. NCTC staff reviewed their request to utilize funds from three or four projects that were in FY 2010/11 and FY 2011/12 and replace them with the Dorsey Drive project. Mr. Landon said it put some of the funding at risk so staff made a new recommendation. He noted that the Dorsey Drive Interchange project received CMAQ funding in the preliminary stages of the project; it was the first project in Nevada County to receive CMAQ funds in the amount of \$1.6 million.

Michael Woodman, NCTC Transportation Planner, referred to the spreadsheet of the current CMAQ Multi-Year Program adopted on July 21, 2010, and stated that it includes projects covering the four year 2009 Federal Statewide Transportation Improvement Program (FSTIP) period in Federal Fiscal Year (FFY) 2008/09, 2009/10, 2010/11 and 2011/12. Mr. Woodman said the FSTIP is updated every two years; therefore, it adds two years to the previous four year period. Caltrans adoption of the 2011 FSTIP provided NCTC with the opportunity to program CMAQ funds against the estimated apportionments for FFY 2012/13 at \$882,129 and FFY 2013/14 in the amount of \$898,007. NCTC staff has been working with the Technical Advisory Committee (TAC) to identify projects for the new capacity and they will bring an updated funding proposal back to the Commission at the September 21<sup>st</sup> NCTC meeting. He reported that with the adoption of the 2011 FSTIP, Caltrans revised the CMAQ apportionment estimates with a reduction of \$22,396 for FFY 2010/11 and a reduction of \$22,798 in FFY 2011/12, which are a portion of the current program. NCTC staff has also been working with the TAC to adjust the program to match the current apportionment.

Mr. Woodman noted that at the January 26, 2011 NCTC meeting, the City of Grass Valley requested that NCTC consider reprogramming Grass Valley's CMAQ projects to provide \$550,000 of funding for the Dorsey Drive Interchange project. He said when NCTC staff spoke with Caltrans regarding the ability to reprogram CMAQ funds in FFY 2010/11, a risk was raised by Caltrans Local Assistance staff. They said if you obligate CMAQ funds for the Dorsey Drive project in FFY 2010/11, the issue becomes that once the project is obligated for construction, technically you are supposed to start invoicing within six months. Local Assistance explained to NCTC staff that if no invoices are submitted for one year, then the project is identified as inactive, and you have to submit a justification to Caltrans and also to the Federal Highway Administration as to why you have not been invoicing on the project. Mr. Woodman said the acceptable justifications normally are environmental delays or right-of-way delay issues. NCTC staff mentioned to Caltrans Local Assistance that there were hopes of getting federal funds in advance, but the \$10.5 million RIP funds are programmed in FY 2012/13. Local Assistance did not think that explanation would pass through the federal justification process and they thought there was a risk of losing the funds. Mr. Woodman explained that due to this issue, it was not possible to replace the FFY 2010/11 Grass Valley projects for the Dorsey Drive Interchange project as the city requested.

Mr. Woodman said the next approach was to see if all of the Dorsey Drive project funds could be programmed in FFY 2011/12 and in turn take away Grass Valley's projects previously programmed

in FFY 2010/11 and some of the projects programmed in FFY 2011/12. The problem with that approach was that it would leave \$380,000 of CMAQ funds unprogrammed in FFY 2010/11 and any replacement projects would need to be obligated by mid-July to not lose those funds. That created an issue of where to get \$380,000 worth of projects to fill the gap. The conclusion was that it was not feasible to program the Dorsey Drive project in FFY 2011/12.

NCTC staff then looked at the new capacity in the CMAQ Program in FFY 2012/13 and 2013/14. TAC discussed the scenario of programming CMAQ funds in FFY 2012/13, which lines up the CMAQ funds in the same year that the \$10.5 million of STIP funds are currently programmed. Within the four years of a multi-year program, there is the flexibility to use the process called Expedited Project Selection Process that allows you to move projects backward and forward without doing an FSTIP Amendment. Mr. Woodman said the TAC concurred that the least amount of risk to address the CMAQ funding request would be to program the \$550,000 for the Dorsey Drive Interchange project in the FFY 2012/13 to align it with the STIP funds. He said this approach would keep the current CMAQ Program intact, and Grass Valley would not give up their previously approved projects. It would also give the flexibility to move the funds forward should the federal funds become available. Mr. Woodman stated that TAC's and NCTC staff's recommendation was to approve programming \$550,000 for the Dorsey Drive Interchange in FFY 2012/13 at that day's meeting, and then leave the call for projects open until additional projects are identified to program against the remaining capacity. That proposal would be brought to the September 21<sup>st</sup> NCTC meeting.

Mr. Woodman reported that the TAC also recommended adjustments to some of the projects contained in FFY 2010/11 and 2011/12 to address changes in jurisdiction priorities. He said that Grass Valley staff requested NCTC move the Sutton Way Accessibility Improvements Project, which is currently programmed in FFY 2010/11 at \$150,000, out to FFY 2011/12 at \$140,000. Grass Valley also requested that two vehicle replacement projects totaling \$140,000, currently in FFY 2011/12, be moved into FFY 2010/11. Mr. Woodman said it is essentially a dollar-for-dollar move, but the \$10,000 difference would be applied to the city's Ford F150 diesel truck replacement project. He said the rationale for the request by the City of Grass Valley to move these projects is looking at the chance that federal funding becomes available by the end of this federal fiscal year. A vehicle replacement project in the CMAQ Program is a relatively straight forward project in terms of obligation and the paperwork that goes with it, so Grass Valley can have the paperwork prepared for those projects and wait until the last minute to submit them to see if federal funds become available for the Dorsey Drive project. He said the Sutton Way project is a bit more complex so Grass Valley has requested it be moved out one year. Commissioner Guerra said she was surprised and not pleased to see the Sutton Way project moved out, because at the last NCTC meeting it was described by the City of Grass Valley as a significant priority. She believed that was true and the project provides a tremendous public benefit that is overdue, especially in comparison to vehicle replacements.

Tim Kiser, City of Grass Valley Public Works Director, explained that back in January he thought the city was looking at moving the Sutton Way project back one fiscal year. He said it was still the city's goal to hopefully get the funding locked into place for the Dorsey Drive Interchange project, so if possible the CMAQ funds shown in FFY 2010/11 would still go toward Dorsey Drive. Mr. Kiser explained further that if he leaves the Sutton Way project where it is currently programmed, the design portion of the project would expend a lot of funds to get it ready to go and then if those funds go to Dorsey Drive, the city will lose the programming of the Sutton Way project until there is another CMAQ grant. He said the city looked at it as protecting the Sutton Way project by moving it back one fiscal year and moving the vehicle replacements forward, which also gives the city more

flexibility for the funding of the Dorsey Drive Interchange project and more time to get the design of the Sutton Way project completed. Mr. Kiser said the City of Grass Valley is using their own funds to complete the initial stages of the Sutton Way project, such as the engineering, right-of-way, and environmental portions, so that only CMAQ funds will be used for construction. He stated that the city will be moving forward with the design of those projects, such that in the 2012 construction season the money will be available for those projects to move forward to construction. Mr. Kiser said the FFY 2011/12 funds would become available in October 2011, so construction would occur the following summer. Commissioner Guerra asked for further explanation as to how the proposed actions would protect the funds. Mr. Kiser explained if the Sutton Way project was left in the FFY 2010/11 position, and federal dollars came in toward the Dorsey Drive project, and the CTC funded the Dorsey Drive project before August 1<sup>st</sup>, the City of Grass Valley would then be pushed to use the FFY 2010/11 CMAQ dollars to fund the Dorsey Drive project, which then leaves the Sutton Way project unfunded if it is left in FFY 2010/11. He added that the city requested in January to use the FFY 2010/11 and 2011/12 CMAQ dollars to fully fund Dorsey Drive, and if federal funds come through, he has to show there is money available to proceed with construction.

Commissioner Harris asked how the city came up with \$550,000 when viewing the shift in projects that were shown in the spreadsheet provided. Mr. Kiser explained that they took all the CMAQ funds from FFY 2010/11 listed for the City of Grass Valley, plus the funds in FFY 2011/12 for the East Main Street/Hughes Road sidewalk project, which left funding for the Sutton Way project in FFY 2011/12, and construction of the Dorsey Drive Interchange. Mr. Woodman added that the request is to use \$380,000 from FFY 2010/11 and \$170,000 from FFY 2011/12. Commissioner Guerra thought she heard in January that the Hughes Road project was moving forward. She sees this project also as a community focused benefit. Mr. Woodman said he thought part of the confusion was that Grass Valley's initial request was laid out differently, but when NCTC staff learned of the risks involved with programming the Dorsey Drive Interchange project in FFY 2010/11, the city relooked at their projects and changed the scenario to eliminate the most risks.

Commissioner Beason asked if the call for new projects was left open to allow for a potential moving of the five Grass Valley projects as discussed. Mr. Woodman replied that the call for projects was left open to allow for the other jurisdictions to submit projects against the available capacity. Commissioner Beason questioned how the five Grass Valley projects would be picked up if their funds are used for the Dorsey Drive Interchange. Mr. Woodman said if the \$550,000 CMAQ funds are programmed in FFY 2012/13 for the Dorsey Drive Interchange and then need to be advanced if the federal funds become available, then the other projects mentioned would be moved back to FFY 2012/13 to reflect that amount programmed. Commissioner Harris said in the past there has been a comprehensive discussion about which projects would slot into which years for the various jurisdictions, and the Commission looked at the requirements of how much environmental enhancement there was to balance out the projects. She is in support of potentially making the money available this summer to construct the Dorsey Drive Interchange, but not that the Commission is saying for sure all the other projects are going to be programmed out in those two years that the Commission has never discussed. Commissioner Harris would like to have a thorough discussion in September as to the Commission's priorities for FFY 2012/13 and FFY 2013/14 if the Dorsey Drive Interchange project is moved forward to FFY 2010/11. Commissioner Miller commented that Dorsey Drive would be moved into FFY 2011/12. Mr. Woodman said the projects that would be moved out if Dorsey Drive is moved in would be resubmitted with the other projects.

Commissioner Beason stated that the Grass Valley City Council has made a judgment on the priority of their projects, and if they are willing to take a risk with projects that are designated for their jurisdiction, then he has no problem with their decision. Mr. Kiser said the city will have a better

idea around July whether the federal funds are available or not; but at the same time the city has to move the projects forward or else the funds are lost. He explained that was the main reason why the city moved the vehicles forward; they are very simple applications to do and it is known they will successfully go through the process. Mr. Kiser said regarding the Memorial Park project the city is proposing, the curb and gutters are already in place, so the city is just adding a sidewalk and it is another simple project for the city to move forward with to obtain authorization to secure the funds. He said once the projects have been approved, he did not think they could be taken out of the program. Commissioner Beason asked if the projects remain in the program, will the money be there for them in FFY 2012/13. Mr. Kiser said that would be a question for NCTC staff. He said from the city's standpoint, they want to fund the Dorsey Drive Interchange project, which is their number one priority, so he believed the council would be willing to sacrifice the other projects if needed, except for the Sutton Way project. Commissioner Miller said the council made it clear in the January NCTC meeting that they would have to reprioritize Dorsey Drive and the availability of funds and take a serious look at pushing out projects to a later date in order to get Dorsey Drive funded. Commissioner Harris said she was also in support of Grass Valley's priorities, but she wants to look at the funding commitments for FFY 2012/13 and 2013/14 when all the projects are submitted from each jurisdiction. She realizes that whatever is put into those years is not necessarily in concrete. Commissioner Miller commented that it is prudent for the Commission to do that.

Chairman Jostes asked if NCTC approves Resolution 11-14, would it cast the other projects listed in the earlier years in concrete. Michael Woodman responded that the resolution addresses programming the \$550,000 for Dorsey Drive in FFY 2012/13; it puts in place the minor adjustments to bring the program in line with the revised estimates; it would also put in place the changes requested by the City of Grass Valley to move their projects around to eliminate some risks; and also Nevada County's requests, which had not been discussed as yet, to consolidate some of their projects into their Newtown Road project. Mr. Woodman reiterated if the Commission programs CMAQ funds for the Dorsey Drive project in FFY 2012/13 and federal funds become available this fall, and the CMAQ funds need to be advanced, the Grass Valley projects that would be moved out could be brought back to the Commission in September along with the new projects and it would be up to the discretion of the Commission if they approve them or not.

Commissioner Guerra stated she was having a problem switching out pedestrian improvement projects for vehicle replacements. Commissioner Harris agreed and mentioned that in previous meetings the Commission discussed that they did not want to just spend CMAQ funds on vehicle replacement and felt they are not totally in the spirit of the program. Commissioner Beason commented that there had been a new street sweeper and a fire ladder truck purchased with CMAQ funds. Both jurisdictions confirmed that they appreciated their new vehicles.

A brief recess was taken at 10:22 a.m. The NCTC meeting reconvened at 10:27 a.m.

Michael Woodman explained when the planning process looks four years out with projects there is no way of knowing for sure what will happen and how priorities may change. Nevada County staff requested NCTC to consolidate the programming that was previously approved for them for four projects listed in FFY 2011/12: Pleasant Valley Drive Class I Bike Path, preliminary engineering, \$30,000; Combie Road Class I Bike Path, construction, \$399,329; Brunswick Road Class I/II Bike Path, preliminary engineering, \$30,000; La Barr Meadows Road Class I/II Bike Path, preliminary engineering, \$20,000. He said the combined total is \$479,329. The county's request is to remove those four projects from the program and consolidate the approved funding into the Newtown Road Class II Bike Lane construction project; it is a priority project that was funded for preliminary engineering in the past, and the county would like to see it through to construction.

Mr. Woodman reported on TAC's discussion to reduce the current programming to fit the revised apportionments for FFY 2010/11 and 2011/12. To facilitate the reduction of \$22,396 in FFY 2010/11, Nevada City staff recommended NCTC eliminate \$26,605 programmed for preliminary engineering for the Gold Flat Interchange Roundabouts, and apply the \$4,209 difference to increase their total amount of CMAQ funds programmed for the city's Diesel Backhoe replacement project. Mr. Woodman reported that Nevada City had funding approved for the Gold Flat Interchange in the previous year. At the end of the federal fiscal year there was an issue of additional funding and they absorbed some of that additional funding, so they feel that the amount they have approved for preliminary engineering in the previous year is sufficient and they will not need the \$26,605.

Mr. Woodman said to address the reduction in FFY 2011/12 of \$22,798, Nevada County and Grass Valley staff recommended reducing the Newtown Road Class II Bike Lane construction project by \$11,399 and reducing the East Main Street/Hughes Road Bicycle and Pedestrian Improvement by \$11,399. Those adjustments would bring the CMAQ program into alignment with the revised program estimates that appeared in the spreadsheet dated 3/16/11.

Mr. Woodman stated that staff recommended adoption of Resolution 11-14, requesting the Commission's approval of adjustments listed on the 3/16/11 multi-year spreadsheet, as well as programming \$550,000 for the Dorsey Drive Interchange project in FFY 2012/13. This would make the adjustments requested by the City of Grass Valley to reduce their risk, the request by Nevada County to consolidate their project funding into the Newtown Road Bike Lane construction, and the minor reductions needed to align funding for the revised estimates.

Executive Director Landon stated that Mike Woodman is NCTC's expert on the CMAQ Program and praised Mr. Woodman for his efforts and diligence in keeping a complex subject straight for the county. Chairman Jostes asked if the jurisdictions' staff (i.e. TAC) were OK with the changes. Mr. Landon said they are supportive of the changes. Mr. Woodman said if the Dorsey Drive project is advanced, the projects that would be moved out to the outer years will be brought back to the Commission for consideration with the other projects in September. Commissioners Harris and Beason suggested that idea be included as part of the motion.

Commissioner Scofield asked if the Newtown Road project swap for the county was part of the Capital Improvement Plan (CIP). Steve Castleberry, Senior Engineer for Nevada County Public Works Department, stated that the change proposed for CMAQ funding was in alignment with the county's CIP that the Board of Supervisors just approved to take the Newtown Road project through construction. Commissioner Beason said he thought the logic was instead of spreading the funds over several projects, this action would actually build one of the projects.

There were no additional comments. Commissioner Beason made a motion to adopt Resolution 11-14 adjusting the CMAQ program of projects as shown in the spreadsheet dated 3/16/11, with the understanding that the CMAQ projects in question would be brought back to the Commission for review in September if the Dorsey Drive project is advanced. Commissioner Miller seconded the motion. The motion passed with yes votes from Commissioners Beason, Harris, Jostes, Miller, and Scofield. Commissioner Guerra voted no. Commissioner Dee was absent.

#### 9. Dorsey Drive Interchange Project Funding Requests

Executive Director Landon reviewed the three funding requests made by the City of Grass Valley at the January 26<sup>th</sup> NCTC meeting. In response to those requests, NCTC staff recommended that the



City of Grass Valley be identified as lead agency for the construction phase of both the Regional Transportation Mitigation Fee (RTMF) and STIP funding. Mr. Landon said the Administrative Committee for the RTMF Program, which is made up of the Public Works Directors and Administrative Directors of Nevada County, Nevada City, and City of Grass Valley, have concurred that Grass Valley be given the lead agency status over the RTMF funding. Mr. Landon said that staff was additionally recommending a deferral of action on reimbursement of funding, pending the outcome of the Redevelopment Agency (RDA) issues that are connected with the state budget.

Mr. Landon stated that staff also recommended the Commission approve modifications to the RTMF Program, which would identify the funding year for the Dorsey Drive Interchange project as FY 2012/13, commensurate with the STIP funds, and with a caveat that the Commission have the flexibility to advance those funds should the state also advance federal funds in the fall for the Dorsey Drive project. Secondly, the Capital Expenditure Program, which shows the Dorsey Drive project in FY 2015/16 or 2016/17, would move the project up to FY 2012/13 and move the position of the county's project for Brunswick/Loma Rica Ranch to Dorsey's position since it has not received enough funding yet to be fully funded for construction. Mr. Landon asked the Commission if they had any questions. There were no questions.

Commissioner Guerra made a motion to adopt Resolution 11-15 allocating \$451,000 from the RTMF Program for construction of the Dorsey Drive Interchange. Commissioner Harris seconded the motion. The motion passed unanimously.

Commissioner Beason made a motion to adopt Resolution 11-16 allocating \$250,000 from the RSTP funds for construction of the Dorsey Drive Interchange. Commissioner Miller seconded the motion. The motion passed unanimously.

10. Nevada County Pedestrian Improvement Plan Final Report (Final report was provided to the Commissioners only.)

Transportation Planner Michael Woodman noted that the draft report of the Nevada County Pedestrian Improvement Plan was presented to the Commission at their November 17, 2010 meeting, and staff was requested to give a presentation to the City Councils of Grass Valley (completed on January 25<sup>th</sup>) and Nevada City (completed on January 26<sup>th</sup>). Mr. Woodman said the consultant incorporated all the comments received during the public comment period, which lasted from November 23 to December 29, 2010, and then prepared the final report before them. Mr. Woodman said that NCTC staff was very pleased with the final report and felt that the consultant, Fehr & Peers Transportation Consultants, did a great job. He added that there had been a lot of community outreach and support for the final product. Minor changes to the report were adding facilities that were identified and confirmed by city staff for recommended sidewalk locations. There were no Commission questions or comments.

Commissioner Miller made a motion to adopt Resolution 11-17 accepting the *Nevada County Pedestrian Improvement Plan* final report as complete, in accordance with the contract with Fehr & Peers Transportation Consultants. Commissioner Scofield seconded the motion. The motion passed unanimously.

11. American Disability Act Paratransit Plan Update Final Report (Final report was provided to the Commissioners only.)

Michael Woodman reported that this project was funded by the Commission and managed by NCTC staff at the request of Transit Services Division to update the *Western Nevada County ADA Paratransit Plan*. Mr. Woodman stated the plan was completed and adopted by the Transit Services Commission at their meeting earlier that day.

Commissioner Beason stated that the report was discussed at the Transit Services Commission that morning and was adopted unanimously, so he made a motion to adopt Resolution 11-18 accepting the *Western Nevada County ADA Paratransit Plan Update* Final Report as complete, in accordance with the contract with Transit Resource Center. Commissioner Guerra seconded the motion. The motion passed unanimously.

## 12. Proposed Projects for the FY 2011/12 Overall Work Program

Executive Director Landon explained that the Overall Work Program (OWP) is the proposed draft budget for NCTC for the coming year. He noted that four significant projects were included for the coming year:

- 1) Update of the Traffic Model – This will reflect the changes in demographics that have been noted in the recently released census, as well as the economic factors that have taken a different direction than what was originally forecast in the model.
- 2) Update of the RTMF Program – To recognize the changes discussed previously in the meeting and make adjustments for the program that would follow-on.
- 3) Preparation of a Transit Market Research Needs Assessment Study for the Town of Truckee – NCTC staff would apply for a grant to fund that work.
- 4) A Grant Request from the Transit Services Commission to Prepare a Study for Transit Governance Structures in Western Nevada County – To minimize the cost of administration, as well as maximize the efficient use of scarce resources.

Mr. Landon added that the Commission would continue work on the Dorsey Drive Interchange project, the La Barr Meadows Widening Project, watch over the SR 89 Pedestrian Undercrossing at the Mousehole in Truckee, continue work on CMAQ funding, the air quality conformity process, and participate with Caltrans in managing the SR 49 Corridor System Management Plan.

Chairman Jostes asked how the Western Nevada County Transit Governance Study is different from the transit study that was recently completed. Executive Director Landon replied that the previous work was an operational plan and this study would just look at the governance structure. There is a Joint Powers Agreement (JPA) in place that provides for the operation of the service. The new study would look at potential changes in the structure, which would be a stand-alone entity versus a JPA, whether the services would be contracted out and managed that way, and it would give a broad range of alternatives and options to consider and look at the pros and cons of each of those. The new study would look at the management and administration of the system.

Commissioner Beason asked why the updated Traffic Model was not specified as one of the products; it was only listed in the budget. Mr. Landon said it was an oversight and should be there. Commissioner Beason recalled the issues that occurred with the previous update of the Traffic Model several years ago and thought maybe the TAC could come up with some terms and conditions that everyone would work in so there would be no comparison and competition with models between the jurisdictions.

Direction was provided to NCTC staff on the Draft FY 2011/12 OWP for additions and corrections, and staff will circulate the document to member agencies for their review and comment. The proposed final OWP will be brought back to the May 18<sup>th</sup> NCTC meeting.

13. Contract for Fiscal and Compliance Auditor (Contract was provided to the Commissioners only.)

Executive Director Landon reported that a little over one year previously, NCTC staff went through a Request For Proposal (RFP) process and selected a firm to provide fiscal and compliance audits. The terms of the contract were to do a one year audit with a potential two year extension. He said the first year is just finishing and staff has been less than pleased with the responsiveness and communication with the auditor. Based on discussions with NCTC's legal counsel, Nancy Miller, staff recommended the Commission not exercise the option to extend the contract and that the second place firm from the RFP be extended an offer to do the next two audits for the Commission.

Commissioner Harris stated that she thought the desire and objective was accomplished, which was to rotate someone else through the process. She said the Commission was pleased with the previous auditor; she thought it was poor policy to stay with the same auditor for more than three or four years.

Commissioner Beason made a motion to adopt Resolution 11-19 authorizing the Chairman to execute the contract with Gallina, LLP to conduct fiscal and compliance audits for FY 2010/11 and 2011/12. Commissioner Harris seconded the motion. The motion passed unanimously.

COMMISSION ANNOUNCEMENTS

Commissioner Scofield commented that the SR 49/Idaho-Maryland off-ramp was stacked up onto the freeway that morning, which was a potential hazard with vehicles merging into the exit lane and not realizing the traffic was stopped. He had never seen it like that. Commissioner Miller said that the construction of the Dorsey Drive Interchange would help alleviate the problem. Commissioner Scofield asked if it was a normal school problem that occurred around 8:00 a.m. Commissioner Miller said the high school students have to be there by 7:30 a.m. Executive Director Landon stated on Wednesday mornings at Nevada Union High School the teachers have collaboration time and the students arrive one hour later. Commissioner Miller commented that school traffic would interfere with normal work traffic.

SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on May 18, 2011 at the Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.

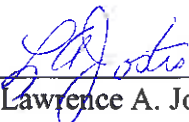
ADJOURNMENT OF MEETING

Commissioner Guerra moved to adjourn the meeting. Commissioner Harris seconded the motion. Chairman Jostes adjourned the meeting at 10:50 a.m.

Respectfully submitted:

  
Antoinette Perry, Administrative Assistant

Approved on: 5/18/11

By:   
Lawrence A. Jostes, Chairman  
Nevada County Transportation Commission